

## UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 7      31 Ed 1997      Change No. 24  
LAST NM 11/00

Page 128—Paragraph 3144, line 3; read:  
unless authorized by the Captain of the Port, Portland, Oregon.

### **§165.1309 Eagle Harbor, Bainbridge Island, WA.**

(a) *Regulated area.* A regulated navigation area is established on that portion of Eagle Harbor bounded by a line beginning at:

47°36'56"N., 122°30'36"W.; thence to

47°37'11"N., 122°30'36"W.; thence to

47°37'25"N., 122°30'17"W.; thence to

47°37'24"N., 122°30'02"W.; thence to

47°37'16"N., 122°29'55"W.; thence to

47°37'03"N., 122°30'02"W.; thence returning along the shoreline to point of origin. [Datum NAD 1983].

(b) *Regulations.* All vessels and persons are prohibited from anchoring, dredging, laying cable, dragging, seining, bottom fishing, conducting salvage operations, or any other activity which could potentially disturb the seabed in the designated area. Vessels may otherwise transit or navigate within this area without reservation.

(c) *Waiver.* The Captain of the Port, Puget Sound, upon advice from the U.S. EPA Project Manager and the Washington State Department of Natural Resources, may, upon written request, authorize a waiver from this section if it is determined that the proposed operation supports USEPA remedial objectives, or can be performed in a manner that ensures the integrity of the sediment cap. A written request must describe the intended operation, state the need, and describe the proposed precautionary measures. Requests should be submitted in triplicate, to facilitate review by U.S. EPA, Coast Guard, and Washington State Agencies. USEPA managed remedial design, remedial action, habitat mitigation, or monitoring activities associated with the Wyckoff/Eagle Harbor Superfund Site are excluded from the waiver requirement. USEPA is required, however, to alert the Coast Guard in advance concerning any of the above mentioned activities that may, or will, take place in the Regulated Area.

### **§165.1310 Strait of Juan de Fuca and Adjacent Coastal Waters of Northwest Washington; Makah Whale Hunting—Regulated Navigation Area.**

(a) The following area is a Regulated Navigation Area (RNA): From 48°02.25'N, 124°42.1'W northward along the mainland shoreline of Washington State to Cape Flattery and thence eastward along the mainland shoreline of Washington State to 48°22'N, 124°34'W; thence due north to 48°24.55'N, 124°34'W; thence northwesterly to 48°27.1'N, 124°41.7'W; thence due west to 48°27.1'N, 124°45.5'W; thence southwesterly to 48°20.55'N, 124°51.05'W; thence west-southwest to 48°18.0'N, 124°59.0'W; thence due south to 48°02.25'N, 124°59.0'W; thence due east back to the shoreline of Washington at 48°02.25'N, 124°42.1'W. Datum: NAD 1983.

(b) During a whale hunt, while the international numeral pennant five (5) is flown by a Makah whale hunt vessel, the following area within the RNA is a Moving Exclusionary Zone: The column of water from the surface to the seabed with a radius of 500 yards centered on the Makah whale hunt vessel displaying international numeral pennant five (5). This Moving Exclusionary Zone is activated only when surface visibility exceeds one nautical mile, between sunrise and sunset, and the Makah whale hunt vessel displays the international numeral pennant five (5). The Moving Exclusionary Zone is deactivated upon sunset, visibility is reduced to less than one nautical mile, or when the Makah hunt vessel strikes international numeral pennant five (5).

(c) Unless otherwise authorized by the Commander, Thirteenth Coast Guard District or his or her representative, no person or vessel may enter the active Moving Exclusionary Zone except for:

(1) Authorized Makah whale hunt vessel actively engaged in hunting operations under direction to the master of the Makah vessel flying international numeral pennant five (5), and

(2) A single authorized media pool vessel operating in accordance with paragraph (f) of this section.

(d) The international numeral pennant five (5) is only authorized to be displayed from one Makah whale hunt vessel during actual whale hunt operations. No other vessels may display this pennant within the RNA at any time. Whale hunt operations commence when a whale hunt vessel is underway and its master intends to have a whale killed during the voyage. Whale hunt operations cease once this intent is abandoned, a whale is landed, or when the international numeral pennant five (5) is struck.

(e) The Makah Tribe shall make SECURITE Broadcasts beginning one hour before the commencement of a hunt and every half hour thereafter until hunting activities are concluded. This broadcast shall be made on channel 16 VHF-FM and state:

*A whale hunt is proceeding today within the Regulated Navigation Area established for Makah whaling activities. The (name of vessel) is a (color and description of vessel) and will be flying international numeral pennant five (5) while engaged in whaling operations. This pennant is yellow and blue in color. Mariners are required by federal regulations to stay 500 yards away from (name of vessel), and are strongly urged to remain even further away from whale hunt activities as an additional safety measure.*

(f)(1) Credentialed members of the media interested in entering the Moving Exclusionary Zone may request permission to operate a single media vessel in the Moving Exclusionary Zone by telephoning Coast Guard Public Affairs, as soon as practicable at (206) 220-7237 during normal working hours, and (206) 220-7001 after hours. Coast Guard preauthorization is required prior to entry into the Moving Exclusionary Zone by a single media pool vessel.

(2) The media pool vessel must be a U.S. documented vessel. The media pool vessel must be under command at all times within the Moving Exclusionary Zone by a mas-

ter licensed in the U.S. to carry passenger for hire. All expenses, liabilities and risks associated with operation of the media pool vessel lie with members of the pool and the pool vessel owners and operators.

(3) The master of the media pool vessel shall maneuver to avoid positioning the pool vessel between whales and hunt vessel(s), out of the line of fire, at a prudent distance and location relative to whale hunt operations, and in a manner that avoids hindering the hunt or path of the whale in any way.

(4) Although permitted to maneuver within the Moving Exclusionary Zone, personnel aboard the media pool vessel are still required to follow safety and law enforcement related instructions of Coast Guard personnel.

(CL 2002/99, CL 21/00; FR 11/10/99, FR 12/28/99;  
33 CFR 165.1310) 12/00

Page 175—Paragraph 260, line 8; read:

sign KEB-260; or on VHF-FM channel 16 (156.80 MHz).

**Area of Concern-Los Angeles Main Channel.**-Special operational measures for commercial ships have been established in the Los Angeles Main Ship Channel between the harbor entrance and articulated light 9. Outbound vessels will have priority over inbound vessels. Vessels will avoid meeting at the Los Angeles Main Channel entrance. Vessels will avoid overtaking another vessel. The Vessel Traffic Management System (VTMS) shall implement one way traffic as needed. Vessels transiting west inside the Middle Breakwater shall not cross ahead of or impede the passage of a vessel that is in the Los Angeles Main Channel or entering Los Angeles Harbor. For all large laden tankers the speed limit is 6 knots. For all other vessels the speed limit is 7 knots or dead ahead slow, whichever is greater. Nothing in these measures shall preclude the Master or Pilot from taking all necessary actions to avoid or mitigate unsafe conditions.

(CL 1633/98) 12/00

Page 176—Paragraph 270, lines 4 to 5; read:

railroad bridge 25 yards W with authorized span clearances of 6 feet down and 164 feet up. The Henry Ford Avenue railroad bridge is ...

(CL 13/98; CL 78/98) 12/00

Page 195—Paragraph 125, line 1 to Paragraph 126; read:  
also reaches the point from the SW direction.

(CL 1951/94) 12/00

Page 196—Paragraph 144, line 4; read:

edge of the kelp. In December 1994, submerged rocks were reported to extend about 100 to 200 yards SW of Castle Rock.

(CL 1951/94) 12/00

Page 196—Paragraph 150, lines 1 to 5; read:

**Tyler Bight** is on the S shore 1.8 miles E of Point Bennet

and has a sand bottom. In moderate ...

(CL 1951/94) 12/00

Page 213—Paragraph 106, lines 5 to 6; read:

edition of chart for controlling depths.) In September 1998, a sunken wreck was reported W of Buoy 8, in about 37°46'30"N., 122°35'21"W.

(NOS 18649) 12/00

Page 239—Paragraph 416, lines 4 to 7; read:

is on the channel end of both breakwaters. In 1994, shoaling to a depth of about 4 feet was reported at the entrance to the marina.

(CL 1120/99, NOS 18657) 12/00

Page 241—Paragraphs 440 to 445; read:

The Diablo Service Corp. Wharf, about 0.6 mile E of New York Point is an offshore wharf with 1,154 feet of berthing space with dolphins, 35 feet alongside, and deck height of 12 feet. There is a conveyer system and crawler tractors. Rail and highway connections, and water and electrical shore-power connections are available. It is owned by Tosco Corp. and is used for the receipt of petroleum coke.

USS-Posco Industries, Pittsburg Wharf, about 1.3 mile E of New York Point, is a 891-foot marginal wharf with depths of 33 feet alongside and a deck height of 11 feet. Three 37.5-ton cranes are available, and there are rail and highway connections, and water and electrical shore power connections. It is used for receipt of semifinished steel.

The Dow Chemical Co., Pittsburg Plant Wharf, about 2 miles E of New York Point, is an offshore wharf with 672 feet of berthing space with dolphins, 40 feet alongside and a deck height of 20 feet. It is used for shipment and receipt of caustic soda.

**Antioch**, on the S side of San Joaquin River 16 miles E of Suisun Point bridges, is a manufacturing city with water-borne commerce.

Georgia-Pacific Corp., Antioch Plant Wharf, about 38°00'56"N., 121°47'08"W., is a 197-foot offshore wharf, 780 feet usable with dolphins, with 31 feet alongside and a deck height of 11 feet. A conveyor system is available for the receipt of gypsum rock. Highway connections, and water and electrical shore power connections are available.

Gaylord Container Corp., California Mill Wharf, about 0.5 mile E of Kaiser Gypsum Co. Pier, is a 291-foot offshore wharf, 766 total berthing space, with depths of 35 feet alongside. Receipt of miscellaneous dry bulk commodities.

(PS 32/96) 12/00

Page 276—Paragraph 90, lines 4 to 5; read:

wooded island close inshore, 2.5 miles N of the cape.

(43/99 CG13) 12/00

Page 341—Paragraph 411, lines 3 to 5; read:

Cypress Island. In May 1999, a submerged wreck with 3 fathoms over it was reported about 780 yards S of Bellingham Channel Lighted Bell Buoy 4 in about 48°31'48.4"N.,

120°40'12.3"W. (23/99 CG13)	12/00	on a branch ... (CL 37/96)	12/00
Page 344—Paragraph 478, line 7; read: shoaling along the edges. In July 1999, the channel was reported as not being maintained. The harbor has berths for about 400 ... (CL 1073/99)	12/00	Page 395—Paragraph 160, line 1; read: Pier 1: 1,255 feet of berthing space, 34 feet reported ... (PS 50/99)	12/00
Page 349—Paragraph 59, lines 5 to 6; read: operates to Port Townsend. In May 1996, the controlling depth in the entrance channel was 18 feet, thence 8 ... (CL 1083/96; BP 159149)	12/00	Page 395—Paragraph 161, line 1; read: Pier 2: 722 feet of berthing space, 35 feet reported ... (PS 50/99)	12/00
Page 351—Paragraph 86, line 13; read: can be made. In July 1999, the channel was reported as no longer being maintained. (CL 1074/99)	12/00	Page 402—Paragraphs 274 to 275; read: Kawaihae Pier 1: Just inside harbor basin; 410-foot face, 20 to 24 feet reported alongside; deck height, 8 feet; 8,700 square feet covered storage; 20 refrigerated container positions; receipt and shipment of general and containerized cargo by barge; receipt of bulk cement and lumber; operated by State of Hawaii, Department of Transportation, Harbors Division; and others. Kawaihae Pier 2: 200 yards SE of barge wharf; 1,152-foot face with 38-foot ends; 35 feet reported alongside; deck height, 8 feet; 12,000 square feet covered storage; pipelines extending from wharf to 5 steel storage tanks in rear with 41,000 barrel capacity; receipt and shipment of general cargo and automobiles; shipment of aggregate; receipt of petroleum products; operated by State of Hawaii, Department of Transportation, Harbors Division; and others. (PS 50/99)	12/00
<b>COAST PILOT 7</b> <b>31 Ed 1997</b> <b>Change No. 25</b> Page 88—Paragraph 1695; read: (a) The draws of the Interstate 5 Bridges, mile 106.5, between Portland, OR, and Vancouver, WA, shall open on signal except that the draws need not be opened for the passage of vessels from 6:30 a.m. to 9 a.m. and from 2:30 p.m. to 6 p.m. Monday through Friday except federal holidays. (CL 102/2000, FR 1/11/2000)	12/00	Page 407—Paragraph 390, line 5 to Paragraph 392; read: containerized cargo; receipt of automobiles; receipt of petroleum products, coal, lumber, and steel products; shipment of raw sugar and molasses; boarding passengers. Pier 2: 894 feet of berthing space along the NE side, 27 feet reported alongside; deck height, 9.5 feet; 288 feet of berthing space along the outer end, 27 feet reported alongside; receipt and shipment of conventional and containerized cargo and automobiles; receipt of lumber, bulk cement, and liquefied petroleum gases. Pier 3: extends NE from the foot of Pier 2; 500 feet of berthing space along NW side, 17 to 18 feet reported alongside; deck height, 9 feet; receipt and shipment of general and containerized cargo and automobiles; receipt of petroleum products, sand, lumber, and steel products; boarding passengers; mooring towboats. (PS 50/99)	12/00
Page 275—Paragraph 78, lines 4 to 5; read: the S side of the river about 0.7 mile above the entrance. In April 1999, the controlling depth was 8 feet (13 feet at mid-channel) ... (CL 893/99)	12/00	Page 417—Paragraph 596, lines 5 to 20; read: 12 or 16; call sign, WHX-528. The phone number for Aloha Tower is (808) 587-2076. <b>Traffic control</b> in Honolulu is controlled by amber lights on the tower at night. The lower light, showing fixed, is 143 feet above the water; the upper flashing light is 152 feet above the water. The lights are visible 5 miles from 320° to 062°; flashing light on, incoming traffic only; fixed light on, outgoing traffic only; both lights on or no lights showing, harbor closed to all traffic. To pass visual messages, contact Pearl Harbor Navy Signal Tower, call H-1. (CL 1121/99)	12/00
Page 290—Paragraph 74, lines 1 to 3; read: In June 1999, the controlling depths were 3 feet at mid-channel (13 feet in right outside quarter) to Fort Canby at the SW end of Baker Bay, thence in 1997, 6 feet at midchannel to the Port Ilwaco mooring basin. In 1980, depths in ... (CL 1045/99; BP 162923)	12/00		
Page 302—Paragraph 335, line 3; read: the E one has a clearance of 37 feet. A 125°-305° <b>measured nautical mile</b> has been established at Mile 105, on Hayden Island. The course is about 0.8 mile below the Burlington Northern Railroad Bridge at Vancouver. Each range marker is painted white with black stripes. (CL 1067/99)	12/00		
Page 375—Paragraph 349, line 4; read: dangers, except for <b>Bainbridge Reef</b> , covered 35 to 55 feet, and ... (CL 2002/98)	12/00		
Page 388—Paragraph 569, lines 6 to 7; read: Hammersly Inlet receives little commercial traffic. Shelton is			

Page 441—Paragraph 10, line 1; read.

**Mariana Islands.**—The Mariana Islands are comprised of

... (CL 786/96) 12/00

Page 453—Paragraph 393; read:

Vancouver Harbor, on Hayden Island; 18526.

Vashon Island, E of Point Beals; 18448.

(CL 1067/99) 12/00

**COAST PILOT 7                      31 Ed 1997                      Change No. 26**

Page 92—Paragraphs 1836 to 1837; strike out.

(CL 323/98; FR 3/5/98) 12/00

Page 126—Paragraph 3070 to Page 127—Paragraph 3081; read:

**§165.1301 Puget Sound and Adjacent Waters in Northwestern Washington—Regulated Navigation Area.**

The following is a regulated navigation area—All of the following northwestern Washington waters under the jurisdiction of the Captain of the Port, Puget Sound: Puget Sound, Hood Canal, Possession Sound, Elliott Bay, Commencement Bay, the San Juan Archipelago, Rosario Strait, Guemes Channel, Bellingham Bay, U.S. waters of the Strait of Juan de Fuca, Haro Strait, Boundary Pass, and Georgia Strait, and all lesser bays and harbors adjacent to the above.

(a) Definitions as used in this section:

(1) Vessels engaged in fishing are as identified in the definition found in Rule 3 of the International Regulations for Prevention of Collisions at Sea, 1972, (72 COLREGS), found in Appendix A, Part 81 of this chapter.

(2) Hazardous levels of vessel traffic congestion are as defined at the time by Puget Sound Vessel Traffic Service.

(b) Nothing in this section shall be construed as relieving any party from their responsibility to comply with applicable rules set forth in the 72 COLREGS.

(c) General Regulations: The provisions of this paragraph apply at all times.

(1) Vessels engaged in fishing or other operations that are distinct from vessels following a TSS or a connecting precautionary area east of New Dungeness and which are not required by the Bridge to Bridge Radiotelephone Regulations to maintain a listening watch, are highly encouraged to maintain a listening watch on the Puget Sound Vessel Traffic Service (PSVTS) VHF-FM radio frequency for the area in which the vessel is operating. A safe alternative to the radio listening watch is to stay clear of the TSS and connecting precautionary area.

(2) Vessels engaged in gill net fishing at any time between sunset and sunrise in any of the waters defining the regulated navigation area of this section shall, in addition to the navigation lights and shapes required by Part 81 of this title (72 COLREGS), display at the end of the net most distant from the vessel on all-round (32-point) white light visible for a minimum of two nautical miles and displayed from at least three feet above the surface of the water.

(3) Vessels engaged in fishing, including gill net and purse seine fishing, are prohibited in the following Prohibited Fishing Area: The Hood Canal Bridge, to include the waters within a one-half nautical mile radius of the center of the main ship channel draw span during the immediate approach and transit of the draw by public vessels of the United States.

(4) East of New Dungeness, vessels engaged in fishing in a traffic lane or connecting precautionary area shall tend nets or other gear placed in the water so as to facilitate the movement of the vessel or gear from the traffic lane or precautionary area upon the approach of a vessel following the TSS.

(d) Congested Regulations: The provisions under this paragraph apply only when imposed in specific locations by Puget Sound Vessel Traffic Service. They are intended to enhance vessel traffic safety during periods and in locations where hazardous levels of vessel traffic congestion are deemed to exist by Puget Sound Vessel Traffic Service. Operations potentially creating vessel traffic congestion include, but are not limited to, vessels engaged in fishing, including gill net, or purse seine, recreational fishing derbies, regattas, or permitted marine events.

(1) Vessels engaged in fishing or other operations that are distinct from vessels following a Traffic Separation Scheme (TSS) or a connecting precautionary area east of New Dungeness, may not remain in, nor their gear remain in, a traffic lane or a connecting precautionary area east of New Dungeness when a vessel following a TSS approaches. Such vessels not following a TSS or a connecting precautionary area shall draw in their gear, maneuver, or otherwise clear these areas so that their action is complete at least fifteen minutes before the arrival of a vessel following the TSS. Vessels which are required by this paragraph to remain clear of a connecting precautionary area east of New Dungeness or a traffic lane must also remain clear of the adjacent separation zone when in a TSS east of New Dungeness.

(2) A vessel following the TSS may not exceed a speed of 11 knots through the water.

(3) Vessels engaged in fishing, including gill net and purse seine fishing, are prohibited in the following Prohibited Fishing Area: Edmonds/Kingston ferry crossing lanes, to include the waters within one-quarter nautical mile on either side of a straight line connecting the Edmonds and Kingston ferry landings during the hours that the ferry is operating.

(e) Authorization to deviate from this section.

(1) Commander, Thirteenth Coast Guard District may, upon written request, issue an authorization to deviate from this section if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. An application for authorization must state the need for the deviation and describe the proposed alternative operation.

(2) PSVTS may, upon verbal request, authorize a deviation from this section for a voyage, or part of a voyage, if the proposed deviation provides a level of safety equivalent to or beyond that provided by the required procedure. The deviation request must be made well in advance to

allow the requesting vessel and the Vessel Traffic Center (VTC) sufficient time to assess the safety of the proposed deviation. Discussions between the requesting vessel and the VTC should include, but are not limited to, information on vessel handling characteristics, traffic density, radar contracts and environmental conditions.

(3) In an emergency, the master, pilot, or person directing the movement of the vessel following the TSS may deviate from this section to the extent necessary to avoid endangering persons, property, or the environment, and shall report the deviation to the VTC as soon as possible.

(CL 324/98; FR 2/17/99) 12/00

Page 217—Paragraph 170, lines 4 to 6/L; read:

**Rock**, marked by a lighted buoy equipped with a racon.  
(NOS 18650) 12/00

Page 223—Paragraph 246, lines 5 to 6; read:

range and two private lights, had a reported controlling depth of 9 feet in 1994. The front range light is usually difficult to see because of ...

(CL 1461/98) 12/00

Page 227—Paragraph 280, lines 3 to 4; read:

42 feet; Oakland Inner Channel to the end of Brooklyn Basin South Channel, 42 feet, thence 42 feet to Tidal Canal. (See ...  
(NOS 18650) 12/00

Page 291—Paragraph 83, lines 3 to 5; read:

Washington side. In April 1999, the controlling depth (left outside quarter) was 4 feet in the entrance channel to the basin.

(CL 890/99; NOS 18521) 12/00

Page 349—Paragraph 62, line 2; read:

the S ends of Marrowstone and Indian Islands. A 1.5-fathom shoal, ...

(NOS 18441) 12/00

Page 351—Paragraph 88, lines 7 to 8; read:

was 12 feet through the entrance; thence in June 1999, there was a reported depth of 9 feet inside the marina with lesser depths at the sides. Open and ...

(CL 1142/99) 12/00

Page 417—Paragraph 602 to Page 418—Paragraph 620; read:

State of Hawaii, Diamond Head Terminal, Piers 1 and 2: bulkhead wharf on E side of entrance channel; 2,967 feet long, 34 to 39 feet alongside; deck height, 7 feet; about 29 acres of paved open storage; receipt and shipment of general and containerized cargo, shipment of molasses; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 8: 595 feet long; 34 feet alongside; deck height, 7 feet; Aloha Tower Marketplace is located at rear in former transit shed; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 9, 608 feet long; Piers 9, 10, and 11, 956 feet long ; 34 feet alongside; deck height, 7 feet; Aloha Tower is located on pier; boarding and disembarking passengers; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Piers 19 and 20: 1,060 feet long; 32 to 34 feet alongside; deck height, 6 feet; about 2.5 acres of open storage; mooring company-owned towboats and barges; mooring pilot boat; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Sause Brothers, Inc.

State of Hawaii, Pier 21: 425 feet long; 35 feet alongside; deck height, 6 feet; mooring, repairing, fueling, and dispatching company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Hawaiian Tug & Barge, an HEI Co. and Smith Maritime.

State of Hawaii, Piers 22-23: 890 feet long; 30 feet alongside; deck height, 6 feet; 26,000-ton grain elevator; receipt of grain; owned by Department of Transportation, Harbors Division; operated by Hawaiian Flour Mills (HFM); Hawaiian Tug & Barge, an HEI Co. and Smith Maritime.

State of Hawaii, Piers 24-25: 935 feet long; 20 to 30 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned towboats, barges, and floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd. and Hawaiian Tug & Barge Co.

State of Hawaii, Pier 26: 695 feet long; 22 to 29 feet alongside; deck height, 6 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

State of Hawaii, Pier 27: 885-foot-long face, 150 feet outside; 29 feet alongside face; deck height, 7 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers Ltd.

State of Hawaii, Piers 28 and 29: 1,290 feet long; 28 to 30 feet alongside; deck height, 7 feet; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

Chevron Products Co., Honolulu Pier 30: 270 feet long; 30 to 31 feet alongside; deck height, 6 to 7 feet; receipt and shipment of petroleum products; bunkering vessels; owned and operated by Chevron Products Co., Inc.

State of Hawaii, Piers 31A, 31, 32 and 33: 1,440 feet long, 34 feet alongside; deck height, 7 feet; about 5 acres of open storage; receipt and shipment of conventional general cargo in foreign and domestic trade; receipt of lumber, automobiles, caustic soda, and miscellaneous bulk commodities; bunkering vessels; owned and operated by the State of Hawaii, Department of Transportation, Harbors Division.

State of Hawaii, Pier 34: 550 feet long; 34 feet alongside;

deck height, 7 feet; receipt of petroleum products, shipment of bulk cement, bunkering vessels; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Tosco Distribution Co.; Tesoro Petroleum Corp.; and Hawaiian Cement Corp.

State of Hawaii, Pier 35: 705 feet long; 17 to 34 feet alongside; deck height, 7 feet; mooring company-owned vessels; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division; and Smith Maritime.

State of Hawaii, Pier 36: 68-foot-long face, 34 feet alongside; lower side 546 feet, 34 feet alongside; upper side 432 feet, 6-20 feet along side; deck height, 7 feet; mooring fishing vessels; mooring company-owned floating equipment; handling equipment, materials, and supplies; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by the State of Hawaii, Department of Transportation, Harbors Division and P&R Water Taxi, Ltd.

State of Hawaii, Pier 39: 105-foot-long face, 32 feet alongside; lower side 1, 213 feet long, 24 to 32 feet alongside; upper side 1,025 feet long, 33 feet alongside; deck height, 8 feet; about 9.5 acres of open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 40: lower and upper sides 1,005 feet long; 25 to 32 feet along lower side, 27 to 33 feet along upper side; face 250 feet long, 33 feet alongside; deck height, 8 feet; about 13 acres open storage; receipt and shipment of conventional, containerized, and roll-on/roll-off general cargo and automobiles by barge in inter-island trade; mooring company-owned floating equipment; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Young Brothers, Ltd.

State of Hawaii, Pier 51A: 556 foot face; 39 feet alongside; deck height, 8 feet; receipt and shipment of containerized general cargo in foreign and domestic trade; receipt of petroleum products; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Sea-Land Service, Inc. and Airport Group International, Inc.

State of Hawaii, Piers 51B and 51C: 1,346-foot face; 39 feet alongside; deck height, 8 feet; two 37-ton cranes; receipt and shipment of containerized and roll-on/roll-off general cargo in foreign and domestic trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc.

Piers 52A, 52B, and 53: total length, 3,000 feet; 40 feet alongside; deck height, 8 feet; seven cranes to 45 tons; receipt and shipment of containerized and roll-on/roll-off general cargo and automobiles in inter-island trade; receipt and shipment of molasses; owned by the State of Hawaii, Department of Transportation, Harbors Division; operated by Matson Terminals, Inc. and Alexander & Baldwin, Inc.  
(PS 50/99; CL 1565/99) 12/00

Page 419—Paragraph 660, line 6; read:  
0.3 mile inland show up against a dark background. In

November 1999, suspected live ordnance was reported about 2 miles SW of Kaneilio Point inside the following coordinates: 21°26'23"N., 158°12'11"W.; 21°26'23"N., 158°12'38"W.; 21°25'26"N., 158°12'38"W.; 21°25'26"N., 158°12'11"W.

(45/99 CG14)

12/00

Page 444—Paragraph 72, lines 2 to 3; read:  
entered through a channel dredged to 33 feet (10 meters), about 400 feet wide in 1997.

(NOS 81076)

12/00

**COAST PILOT 7 31 Ed 1997 Change No. 27**

Page 86—Paragraphs 1601 to 1602; strike out.

(CL 32/2000)

12/00

Page 257—Paragraph 158; read:

**Humboldt Bay**, 21 miles N of Cape Mendocino Light, is the first important harbor N of San Francisco and is used by vessels drawing up to 35 feet. Humboldt Bay is the second largest natural bay on the coast of California and as such contains many environmentally and economically important wetland habitats. In addition to being a nursery area for many species of commercially and recreationally important fish and invertebrates, Humboldt Bay also produces more than 50 percent of the oysters harvested in California. Due to Humboldt Bay's location on the Pacific Flyway, it is also an important feeding, resting and nesting area for thousands of migratory shorebirds and waterfowl. Along Humboldt Bay's shoreline, thousands of acres have been set aside by State, Federal and local agencies as wildlife habitat for a variety of threatened and endangered species. Humboldt Bay can be used as a harbor of refuge in impending bad weather, providing a vessel can get inside before the bar becomes impassable. The bay consists of two shallow basins, South Bay in the S and Arcata Bay in the N part, connected by a narrow channel about 5 miles long. Due to the sensitive nature of Humboldt Bay's environment, extreme care should be taken to utilize all best management practices when transiting Humboldt Bay, fueling or transferring fuels or lubricants and transferring cargo.

(CL 32/2000)

12/00

Page 257—Paragraph 174, lines 3 to 7; read:  
and a fog signal on the outer end of the of the North Spit. A light is shown near the end of the N and S jetty. Range lights and lighted buoys mark the entrance channel inside the bar.  
(CL 32/2000; 11/97 CG11) 12/00

Page 257—Paragraph 176, line 1; read:

Two jetties are at the entrance to the bay, 700 yards apart.  
(CL 32/2000) 12/00

Page 257—Paragraph 179, lines 2 to 5; read:  
48 feet over the bar, thence 48 feet through the entrance, thence 38 feet in North Bay Channel, thence 35 feet in Eureka Channel outer reach and 26 feet in the inner reach. Project depth in Samoa Channel, including the turning basin,

is 38 feet, and in Fields ...  
(CL 32/2000) 12/00

Page 267—Paragraph 180, lines 5 to 6; read:  
Light structure. By day the tall stacks and the smoke from the pulp mill in the bay can usually be seen. North Spit has clumps of trees ...  
(CL 32/2000) 12/00

Page 267—Paragraph 183, line 3; read:  
stack at the pulp mill is painted red and white.  
(CL 32/2000) 12/00

Page 267—Paragraph 185, lines 2 to 4; read:  
Eureka, about 5.5 miles above the entrance. A large pulp mill here ship a considerable amount of pulp.  
(CL 32/2000) 12/00

Page 267—Paragraph 187, lines 1 to 6; read:  
**Anchorage.**—There are no authorized anchorages in Humboldt Bay. If obliged to anchor outside the bar, the best anchorage will be found S and W of the ...  
(CL 32/2000) 12/00

Page 267—Paragraph 189; strike out.  
(CL 32/2000) 12/00

Page 267—Paragraph 195, line 1; read:  
The National Weather Service is on **Woodley Island**.  
**Barometers** ...  
(CL 32/2000) 12/00

Page 267—Paragraph 199, lines 1 to 6; read:  
The pilots monitor VHF-FM channel 16. The pilot boat monitors VHF-FM channels 13 and 16, and the pilot office and tug boat use 13, 18, and 77 as working frequencies. The pilot boat, TUG KOOS KING, is 65 feet long and has a black hull, buff and white house, and red stack with a white K.  
(CL 32/2000) 12/00

Page 267—Paragraph 200, line 5; read:  
arrival are required within 24 hours and 4 hours of arrival.  
E-mail: westfall@northcoast.com.  
(CL 32/2000) 12/00

Page 267—Paragraph 201, lines 3 to 4; read:  
124°16.2'W.) or 1.5 miles W of Humboldt Bay Entrance Jetties. When boarding, pilots request vessels ...  
(CL 32/2000) 12/00

Page 267—Paragraphs 203 to 204; read:  
Pilots report that strong currents create a N set in the Bar Channel from October to April. When vessels enter the jetties, this current has a tendency to twist vessels by setting the stern N and turning the bow S toward the S jetty. During or shortly after SE, S, and SW storms, currents in the Bar Chan-

nel and Entrance Channel are reported to attain a velocity of about 4 to 5.5 knots. Heavy swells about 8 to 10 feet high occur well inside the jetties when seas from the SW are deflected, about midway along the N jetty.  
**Towage.**—Tugs up to 4,300 hp are available.  
(CL 32/2000) 12/00

Page 268—Paragraph 210, line 7; read:  
connections. Water connections are available at ...  
(CL 32/2000) 12/00

Page 268—Paragraph 222, line 5; read:  
channel opposite Eureka, and handle craft up to 300 tons, 110 feet ...  
(CL 32/2000) 12/00

Page 268—Paragraph 211, line 2 to Paragraph 215, line 1; read:  
Chevron USA Wharf (40°46'41"N., 124°11'40"W.): N side, 440 feet long with dolphins; 17 feet alongside; deck height, 12 feet; receipt of petroleum products; owned by Chevron USA, Inc.  
Sierra Pacific Industries Wharf (40°47'41"N., 124°11'10"W.): 419 feet long; 33 to 35 feet alongside; deck height, 14 feet; shipment of logs and chips; owned and operated by Sierra Pacific Industries.  
TOSCO Wharf: 0.1 mile N of Sierra Pacific Industries Wharf; 250 feet of berthing space with dolphins; vessels 660 feet long can berth at wharf; 33 feet alongside; receipt of petroleum products; owned by TOSCO.  
Schneider Dock: 0.1 mile N of TOSCO Wharf; 375-foot long wharf; 30 feet alongside; deck height, 11 feet; shipment of lumber, plywood and woodpulp; receipt of seafood; owned by David L. Schneider.  
Dock B: 0.3 mile N of Schneider Dock; 198-foot-long wharf; 12 ...  
(CL 32/2000) 12/00